AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A vehicle tyre having a profiled tread, ~~having~~ comprising: tread blocks ~~(1)~~, said tread blocks being located in at least some regions of ~~its~~ a circumference of the tyre, ~~characterised in that for~~ wherein at least some of the tread blocks ~~(1)~~ include at least the tread block edges ~~(2)~~ running into the tyre contact patch ~~(11)~~ and extending at an angle to the central plane of the tyre ~~are~~ lowered over ~~their~~ an entire length with respect to the central plateau ~~(3)~~ of the respective tread block ~~(1)~~ , the contour of the tread block boundary surface extending from a start of the lowering up to the base of the groove extends in section planes parallel to the central plane of the tyre in the form of an extended S-curve, and the turning point of the S-curve is disposed in the lower third of the tread block height.

Claims 2-3 (Canceled)

4. (Currently Amended) A vehicle tyre in accordance with claim 1, ~~characterised in that~~ wherein the contour of the tread block boundary surface ~~(6)~~ extending from the start ~~(4)~~ of the lowering, ~~preferably~~ up to the groove base ~~(5),~~ extends in section planes parallel to the central plane of the tyre in accordance with an exponential function.

5. (Currently Amended) A vehicle type in accordance with claim 4, ~~characterised in that~~ wherein the exponential function is defined by the formula

$$y = a\,(1-e^{-t/\tau}) + b$$

with parameters a, b, τ being respectively an adaptable amplitude factor of the exponential function, the start of the tread block boundary surface with respect to the tread base and the distance of the intersection of the tangent at the tread block boundary surface at $\tau = 0$ and the Y-axis ~~freely selectable and defined by the associated Figures~~.

6. (Currently Amended) A vehicle tyre in accordance with claim 1, ~~characterised in that~~ wherein the tread block edges running out of the tyre contact patch are formed ~~analogously to~~ in the same manner as the entry edges.

7. (Currently Amended) A vehicle tyre in accordance with claim 6, ~~characterised in that~~ wherein the profiles of the entry and run-out boundary surfaces ~~(6)~~ of the tread blocks, which each at least substantially follow and exponential function in shape are designed differently with respect to their shape and/or inclination.

8. (Currently Amended) A vehicle tyre in accordance with claim 7, ~~characterised in that~~ wherein the run-out boundary surfaces (6) extend more steeply than the entry boundary surfaces.

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9. (Currently Amended) A vehicle tyre in accordance with claim 1, ~~characterised in that~~ wherein the tread block plateau disposed between the entry side and exit side lowerings amounts to approximately 20% to 80% and preferably about 30% to 50% of the block length.

10. (Currently Amended) A vehicle tyre in accordance with claim 1, ~~characterised in that~~ wherein the tread block plateau ~~(3)~~ between the start of the entry side and exit side lowering is rectangular or trapezium-shaped in plan view.

11. (Currently Amended) A vehicle tyre in accordance with claim 1, ~~characterised in that~~ wherein the steepness of the entry side and/or exit side tread block boundary surface ~~(6)~~ differs over their width.

12. (Currently Amended) A vehicle tyre in accordance with claim 1, ~~characterised in that~~ wherein the depth of the grooves ~~(7)~~ which separate the tread blocks ~~(1)~~ from one another in the circumferential direction of the tyre differs in a pre-determinable repetition sequence.

13. (Currently Amended) A vehicle tyre in accordance with claim 12, ~~characterised in that~~ wherein a groove ~~(7)~~ of pre-determinable depth is respectively followed by a groove ~~(7)~~ of smaller depth, with a change preferably being provided between a groove ~~(7)~~ of full depth and a groove of half depth.

14. (Currently Amended) A vehicle tyre, ~~in particular~~ in accordance with claim 1, ~~characterised in that~~ wherein the groove angle in the tread entry is disposed in the range between 15' and 25' and the tread run-out angle is disposed in the range from 0' to 13'.

15. (Currently Amended) A vehicle tyre in accordance with claim 14, ~~characterised in that~~ wherein at least the entry side tread block boundary surface ~~(6)~~ is formed substantially as an essentially flat inclined surface starting from the base of the groove which mergers in the upper quarter of the tread block height via a pre-determinable radius or a broken entry edge into the tread block plateau ~~(3)~~.